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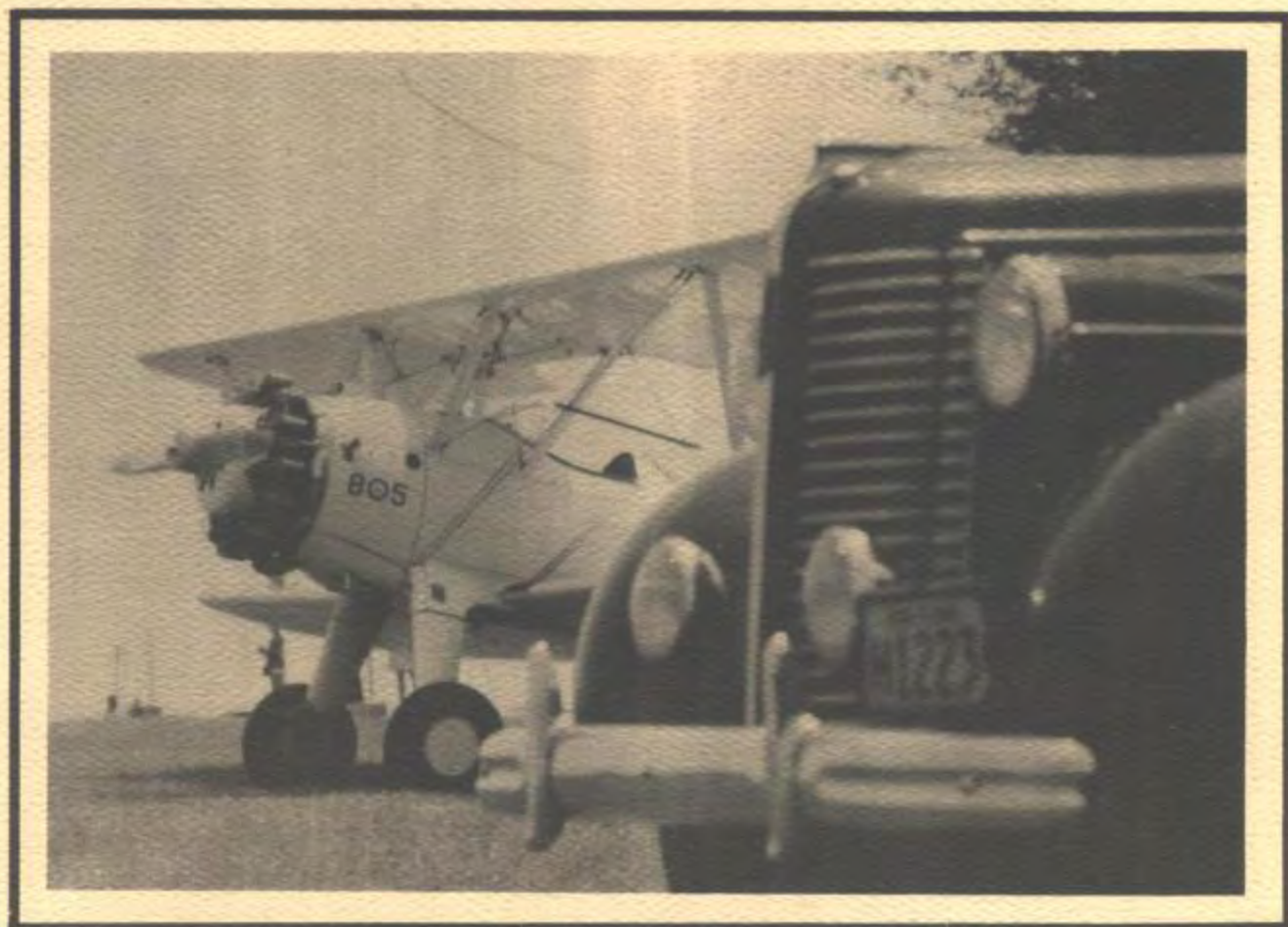
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THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VIII • Number 5



THE TORQUE·TUBE

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Vol. VIII, No. 5 • March 1990

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

● *Club News* ●

This has been one of the most difficult issues in a long time. In Issue 4 I used up almost all of the stuff I had in reserve, and except for Jim Fuller (blessings on him!) and one other contributor whose offering came too late, no one sent in anything in the way of "adventure" or "human interest" stories. Likewise, there have been none of the questions and "tips" that are frequently the impetus for technical articles. To make matters worse, I have been sick-ish off and on, and devoid of the inspirations that usually come to me. Perhaps "Another Harangue" and its sequel in the last issue drained my brain. (We have all heard of "brain-drain" but I never thought it could apply to me.) So, this issue has been a struggle, and is probably light on meaty matter — and will doubtless be a bit late to boot.

Over the months and years, I have received numerous notes to the effect that the writers are preparing stories, or will send them as soon as their cars are finished, or as soon as they find the time, or something. Few of these quasi-promises have been fulfilled. (Indeed most of the stuff I get — when I get any — comes from people who never said they'd do anything.)

As I have said many times, there is no way in which one person alone can author this publication. I must get more stuff, or the Club will fizzle out. Atlas was said to support the world on his shoulders, and some Indian myths have the world supported by giant turtles. I am neither Atlas nor a giant turtle. If we wait for all of the people who are going to do something when they "find time", we may wait until the Sounding of the Last Trumpet. Time is not found. Where, for heaven's sake, do you think I "find" the time to do this? In the bushes somewhere?

Continued on p. 4...



Founded by Dave Lewis in 1980





COVER CARS



INTO THE AIR, JUNIOR BIRDMEN!

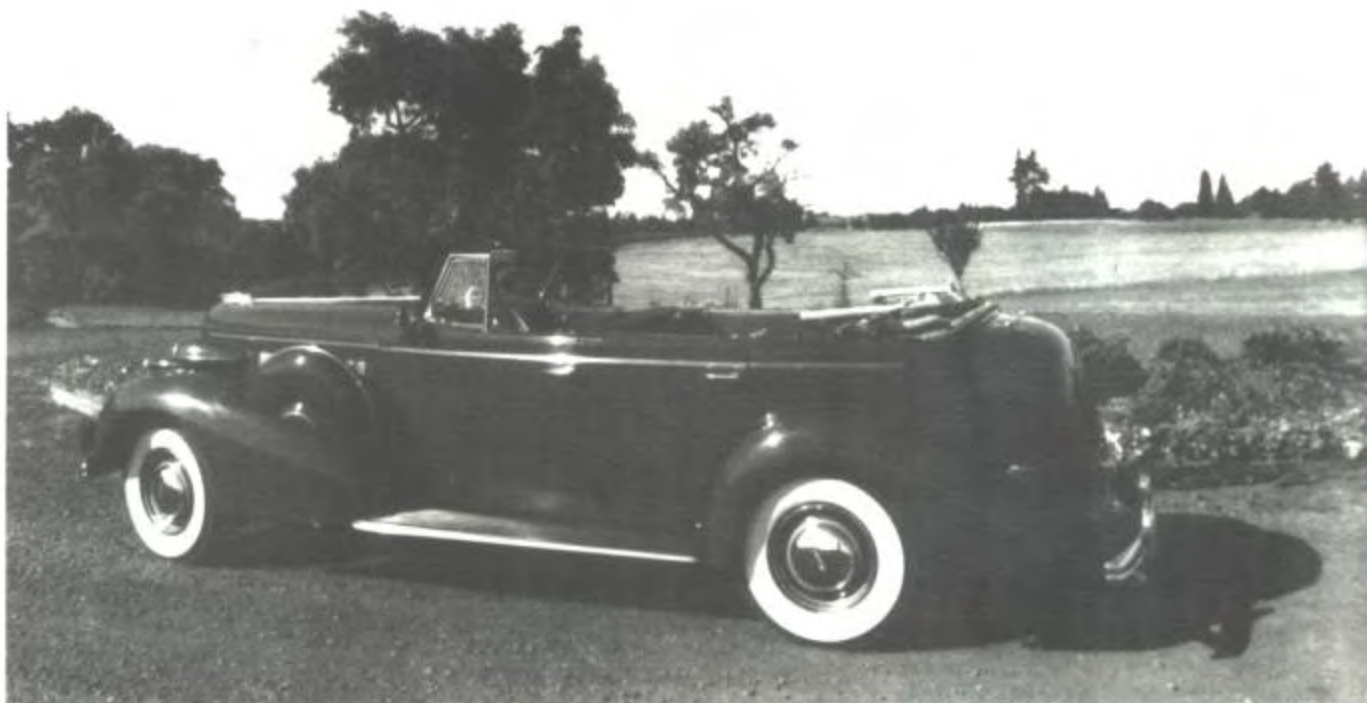
Paul Culp's '38 Century is shown with two examples of one of America's most successful aircraft designs, the Stearman N2S. First produced in the mid-1930s, the biplane became the standard primary trainer for all U. S. armed forces throughout World War II and beyond. A number were sent to the RCAF, and civilian versions produced, as well. (The Navy called it N2S, the Army PT-13, PT-17, or PT-27 depending on the version.) Many survive; the two or three long-time pilots among us have likely flown them. Powered in typical form by a Lycoming nine-cylinder radial, the N2S could, flat out, exceed the Century's top speed by about 20 MPH.

== The Red Roadmaster Returns ==



THE ROMANTIC RED ROADMASTER: MARSHALL NELSON'S 1937 MODEL 80-C.

The magnificent Roadmaster convertible sedan owned by Marshall Nelson (#370) of Salem, Oregon has been featured several times in The Torque Tube. Here we see it in front of a fine old building in Salem with Kay Nelson, wife of Marshall's brother Doug (#51).



Oregon rural countryside makes a nice backdrop for the Nelson 80-C on a balmy day. Yes, the tops really do fold, and some people actually fold them.



In front of Timberline Lodge, 6000 feet above sea level on Mt. Hood. (See Vol VI, No. 2 -- October 1987.)

Continued from p. 1...

Curiously, more stuff seemed to come in when there were fewer members. We now have almost 400 members. Perhaps each of you think that his obligation is 1/400th of the total, or .025%, and thus reduced to the vanishing point. That is not the case. What is the case is this: if each member sent me two pages of decent written material or photographs once every five years, I'd have more than enough. That doesn't sound to me like much to ask.

As much as one-third or more of the material I do receive is unsuitable either in form or in substance. As a preliminary matter, it may be helpful to understand that this is not a "type-set" publication as is, for example, the BCA Bugle. (If it were, you'd be paying one hell of a lot more for it.) I take to the printer what is called "camera-ready" copy, and this is transferred to "plates" by a photo-offset process. Photos are made into half-tones or "PMTs" by photographing them through a "screen", which transforms the image into a pattern of millions of tiny black dots. Light areas get relatively few dots, dark areas relatively many: that is to say, if a portion of a photo or picture is pure white, that portion will have no dots; a portion that is solid black will be all dots with no spaces whatever in between them; intermediate shades will have more or fewer dots depending upon their respective values. If you look at any photo in this issue through a powerful magnifying lens, you will see exactly how this works. (The "half-tone" process was invented toward the end of the 19th century and, together with the Mergenthaler linotype machine which appeared first in 1885, revolutionized newspaper and magazine production. Prior to these two inventions, type, consisting of little lead castings, was hand-set letter by letter, and illustrations were first drawn by artists and then etched into metal plates by engravers.) Beyond the merely mechanical, I apply certain standards of appearance, readability, usefulness, and "style" to The Torque Tube's content. While these are not as high as they might be for a "slick-paper" mag, I am not going to turn out a product that is grossly uninformative, or trivial, or illegible, or which looks like shit.

All of that having been said, here are a few guidelines, which follow from it, on how to avoid going into my wastebasket. One: xerox copies of print are fine, provided they are reasonably sharp and clear. If they are washed out, or full of the black smears that xerox machines are prone to create, or have wavy lines, there is nothing I can do to remedy such defects, and unless the material is overwhelmingly rare stuff, it will likely be rejected. Two: xerox copies of pictures, unless the picture is a black-and-white line drawing, are unusable far more often than not. The first copy of a magazine illustration, if made on a first-class copy machine in excellent condition, will generally come out OK, if not great, if the illustration was a half-tone to begin with. That is because the copy will preserve the tiny dots fairly well. For reasons I do not understand, however, further copying of that copy will destroy the dots. Once this has happened, photo-offset printing will produce only murky soup. Copy machines vary considerably in their capabilities, and even a top-of-the-line model will do a lousy job if it is not well maintained and serviced. If at all possible, please send me the original. I will return it promptly. Three: photos are trashed with some regret, because I know the senders are anxious to share them, but the plain fact is that a majority of what I receive is not usable. Remember that they must be transformed into all those tiny dots. The watchwords must thus be (a) sharpness, and (b) contrast. Photos that are fuzzy to begin with will not survive unless the subject is extremely unusual. (The number I receive that are fuzzy seems remarkable considering the capabilities of modern cameras.) Contrast is equally important. A dark blue car in shadow may not be too bad as a color print. Transformed into shades of gray, the car disappears and the picture is a bust. Same for a beige car against a light gray wall. Keep the background simple unless it is part of the "story" (e.g. historic architecture); put a dark car against a light background and vice-versa. Take another look at the back cover of Issue 4: you'll see right away how much better the photo would have been if the Highway Patrol had chosen a different location. Four: do not worry

if your prose style is not the best, your grammar would get a "D" in seventh-grade English class, or you can't spell. I can fix all of that. Some things that are sent in receive considerable re-write, some very little, and some none at all. Even where I make substantial revision, I try to preserve the individual flavor and style of the original. Editing material is relatively easy — a whole lot easier than writing it in the first place. What is not so easy is trying to decipher illegible handwriting. Before I became Editor, I was always sort of bemused by those instructions on forms: "Please print or type"; "please print neatly"; etc. Now I know why they are there. Some people simply can't write, or even print, worth a damn. (This seems to have little or nothing to do with occupations or formal education: physicians, most of whom need a fair level of manual dexterity to do their jobs, are notoriously bad, and the same goes for dentists. I imagine the most difficult part of any apprentice pharmacist's work is learning the scrawls of all the local doctors and dentists.) If you are among the great fraternity of those who, if returned to the second grade, would be put in remedial writing class, please try your very best.

And that is enough about that.

MORE ON CATS

If you thought my recommendation of an anti-cat device (Vol. VIII, No. 3, p. 19) was silly, the following letter from Chris Campbell (#634) may persuade you otherwise. (Chris is an attorney and therefore prima facie a smart fellow and worthy of attention, although his politics apparently are (or were) a bit too far left to suit me.) Chris describes a product that will remedy the devastation once it has occurred, but it is of course better to have a firm line of defense against feline incursions.

Bill,

You understated the issue with regard to cats (Torque Tube Vol. VIII, No. 3, p. 19). As a concession to the snail's pace restoration of my old cars (the ones that are driven regularly are, naturally, regressing), I bought a zippy red Mustang, nearly new. It features removable glass "T-Tops."

One evening, while the tops were off, an especially malicious cat leaped in and liberally sprayed various interior surfaces. "Cat pee smells awful," as you put it, does not do justice to the situation — especially when one of the soaked surfaces is the upholstered seat back, right where the human body is likely to sweat.

I finally purchased an Arm & Hammer product (powder) intended to remove "pet odors" from carpeting. The stuff has such a sickly sweet aroma that I was almost tempted to convene another meeting of the neighborhood cats. However, by applying it to the soiled areas, leaving it overnight, vacuuming it off, and repeating that process for several days running, I was able to reduce the cat odor below my olfactory threshold. After a week or so, the product's odor diminished as well.

It appears that, among cats, the tell-tale scent is not so easily extirpated, and one cat's legacy attracts others. I am, therefore, more cautious now about leaving the car unattended.

After it became apparent that the Arm & Hammer product odor would itself disappear, I felt comfortable recommending it. It caused no noticeable fading or discoloration on my plush upholstery.

Perhaps you could solicit other tales of odor removal, and publish those that seem helpful.

Your work as Editor and Author continues to meet high standards; I'm tickled by your wit and graceful writing.

Sincerely,

Chris Campbell (#634)



COMPETING INTERESTS: The Joy of Fatherhood



Another set of scenes from the Eastern Club Meet in Ohio. Clarence Hoffman (#546), Jeff Morris (#108) and Tom Cornwell (#293) are engaged in serious Buick discourse. Approaching from the left flank is Jeff's daughter, April: "Daddy, can we go swimming now?" (Photo by Paul B. Culp, Jr.)



Jeff and the boys have moved on to the next car, but April has not gone away. How much longer can he last?

HAVE A QUESTION?

Members who need information or who are puzzled about something may write to the Editor. Provided the inquiries do not grow into a flood — which seems unlikely given the current level of correspondence of all kinds — I will get you an answer, or steer you in the direction of someone who can help, within a couple of weeks or less. "Questions," wherein questions and answers thought to be of general interest were published, was once a more-or-less regular Torque Tube feature, but the questions seem to have dried up. (It appears that some have gone directly to Paul Culp, Bob Pipkin, Dave Lewis and various other members, which is fine, and I thank these people for taking the time to help their fellow members.) "Questions" will resume as soon as there is something to put in it.

Call unto me, and I will answer thee,
and shew thee great and mighty things,
which thou knowest not.

...Jeremiah, XXXIII; 3

ADVENTURES



TO ST. LOUIS IN A PRIVATE RAILROAD CAR By Jim Fuller (#737)

What turned out to be a great adventure began on a lovely evening in August with a call from an old friend. Over the years, Mark Dees and I have shared an interest in cars of various vintages and origins. However, Mark had branched out into a new variation on this hobby with the purchase of an old private railroad car. In fact, he not only had purchased the private passenger car, he also managed to acquire a vintage baggage car. His telephone call on this evening brought with it an invitation to accompany him on a cross-country jaunt from Los Angeles to the private railroad car owners' convention in St. Louis, Missouri, the first week in October. With an enthusiastic "yes" I also volunteered to be in charge of the kitchen for the trip. As it turned out, not only did I go, but we managed to take along my 1938 Buick in the baggage car. We had the ingredients of a sensational once-in-a-lifetime adventure.

Mark Dees, who is the owner of a '38 Buick Roadmaster Phaeton, had acquired a restored 1916 private railroad car called the "San Marino" which was formerly owned by the famous Henry Huntington.* He had also purchased a 1940 Canadian Pacific baggage car now named "Pony Express". My '38 Buick was loaded into the rear section of the baggage car and tied down to secure it for the nearly 2,000 mile journey. San Marino

**Footnote on next page.*

and Pony Express were attached to the rear of Amtrak's Sunset Limited. After a great bon voyage party aboard the passenger car at Union Station, Los Angeles, on Sunday evening, October 1, six passengers, including my son from San Diego, departed shortly before 11 pm, heading east. After watching video movies for a while, everyone turned in for the evening soothed to sleep by the swaying motion of the moving car.

We awakened in Tucson, Arizona, and enjoyed fruit, pastries, and coffee, as the desert landscape rolled past in a continuously changing panorama, accompanied by the music of Brahms on the electric piano. This is definitely the way to see America.

Rolling to a scheduled stop in El Paso, Texas, in the late afternoon, we opened the baggage car door to double-check on the Buick, which immediately attracted the attention of a wide variety of Texans, including the border patrol and two train officials. Admiration and amazement at the idea of taking a vintage car cross country this way were the reactions we encountered, followed by offers of assistance if needed. Everyone was very cordial.

On Tuesday morning we arrived in San Antonio, Texas, where we had a one-hour layover while our cars were switched from the Sunset Limited to the Amtrak Eagle. We took advantage of the hour to enjoy the beautiful train station and shopping center. As we pulled out of San Antonio, my son and I settled on the observation platform on the rear of the car waving to the people we passed. Amtrak travels at 60 miles an hour in open country but slows to 20 going through towns. We had an excellent view of these towns in middle America since most "Main Streets" were near the railroad tracks. It was a marvelous way to see the heartland of this great country.



With Chef's apron in place, Jim Fuller is ready for adventure.

*Henry Edwards Huntington (1850-1927) was the nephew and principal heir of Nineteenth Century railroad magnate Collis P. Huntington (1821-1900), who at one time virtually controlled transportation in the western U.S. Henry built a large estate — also called San Marino — near Pasadena, CA, which he endowed for public use. It contains well-known collections of art and rare books and manuscripts. — Editor.

A little information on the passenger car is in order at this point. The beautifully restored and furnished San Marino includes a living room or sitting room adjacent to the rear observation platform. This room contains a comfortable sofa and several upholstered chairs, which allow the passengers to sit comfortably while enjoying the view from the tinted picture windows in air-conditioned comfort. A long hall leads past the three bedrooms and bathroom, with frosted art nouveau glass panels. At the end of the hall is the dining room complete with large mahogany table, chairs, side board, china cabinet, and electric piano. This room, like the others, is finished in restored ornate Circassian walnut, high-lighted by antique light fixtures, and stained-glass cabinet doors. The flooring is covered throughout in an oriental carpeting in predominantly wine and medium blue.

Beyond the dining room is a swinging door leading into the working end of the car, beginning with the steward's quarters with a pull-down bunk, next to a double compartment containing a small but adequate kitchen and pantry, and at the very end of the car, a large refrigerator and freezer.

The kitchen was a challenge to work in because of the limited space. It contained a modern stove, a microwave, cabinets and counter tops covered in stainless steel and a passthrough to the pantry. Although meals by necessity had to be kept somewhat simple, we managed to produce interesting nutritious repasts without giving up all creativity.

Getting back to the journey itself, after leaving the San Antonio area we were relaxing with the newspaper when one of the travellers found an article stating that, according to a certain group, the world was to end that day. As the group tossed around the implications of this prediction, it was decided that if we were still around at sundown we should have an "End of the World" costume party. As sundown came and went, the group began rummaging through the car for suitable costumes. Among the wild results were a conductor's coat and hat, a high beaver hat with plume worn with a full length bathrobe, and a suitably antique evening gown. With drinking glasses in hand, the costumed entourage toured the other five private railroad cars attached to the train and demanded a drink from each to celebrate the saving of the world. After lots of laughter and comradery, we returned to our car and dinner of Chicken Vera Cruz and champagne with the strains of Mozart in the background.

On Wednesday morning, rural Missouri presented itself outside our windows. We arrived at our destination of St. Louis later that morning. Although the weather was hot and humid, we were impressed with the beauty of this old city. The train station in particular was the perfect destination for our journey. Built in the 1890's of great blocks of grey granite, St. Louis Union Station is a reproduction of a French castle. It has an imposing portal which now serves as the entry to the fine Omni Hotel. The rear has been transformed into a beautiful shopping center complete with large lake and beer garden. Just outside the shopping center, the private car convention was held with the 38 cars lined up on new track next to the lake.

After Amtrak detached our cars, we ordered a slider truck to unload the Buick. We made quite a sensation: we had the only railroad car to arrive with its own in-town transportation, and vintage transportation at that. We toured the streets of St. Louis receiving friendly waves and comments from its citizens. We visited my son who attends St. Louis University School of Medicine and made arrangements for a dinner for him and his friends aboard the train the following evening. The menu theme would be a taste of Santa Barbara, including bar-b-qued tri-tip, salsa, garlic toast, and beans with appropriate California wines.



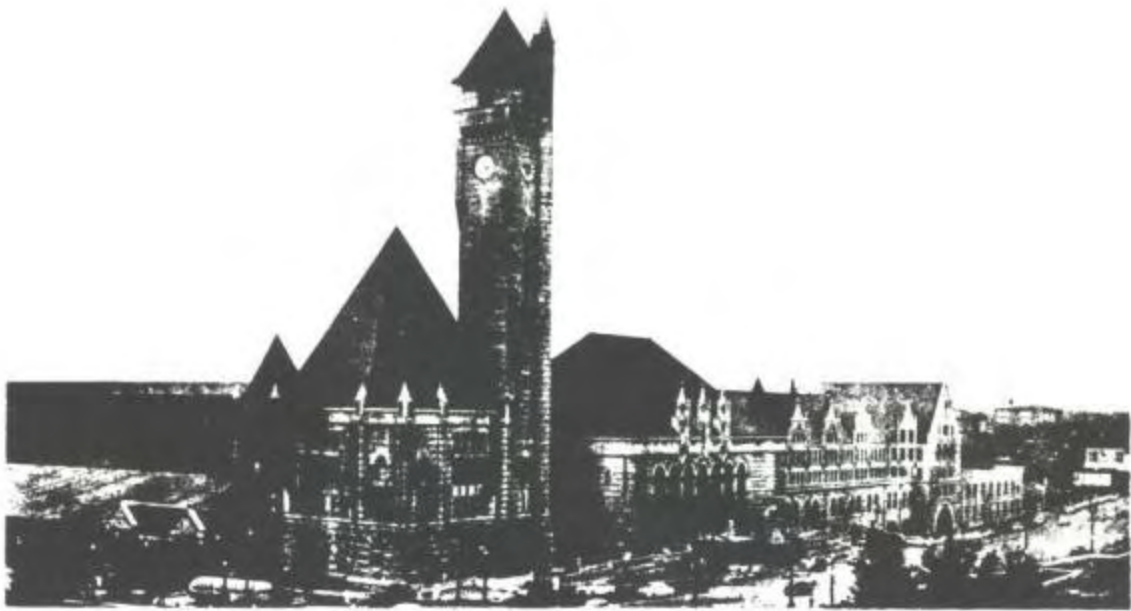
Jim Fuller carefully backs his Century from railroad baggage car to "rollback" truck, which was just a bit too low to make the process an easy one.

Thursday began with a tour of an antique car collection belonging to a local physician. In an old brick building not far from the train station was a collection of approximately 25 cars all nicely restored, including some '37 and '38 Buicks. An adjacent room contained 300 to 400 antique lamps. We visited other sights in St. Louis including the arch straddling the great Mississippi, the great cathedral, the St. Louis Museum of Art, Forest Park, which was the site of the World's Fair, and the Transportation Museum. Everywhere we went we were treated to Missouri hospitality and interest in our Buick.

At the train convention over the next few days we were entertained at the Beer Garden, hosted a cocktail party and tour of the cars, and enjoyed a marvelous convention dinner at the Hotel Omni.

On Monday, we were invited to see the car collection of a retired attorney. He lives in a beautiful old granite mansion in what was once the most magnificent part of St. Louis and which is now being revitalized. The cars again were in superlative condition and included many Buicks.

Tuesday was spent preparing the railroad car for the trip home and on Wednesday, at 12:10 a.m., we hooked up to Amtrak. We awoke in Texarkana, Texas, to wooded rolling hills and continued to Austin. After Austin the scenery became flat and the weather humid through El Paso. From El Paso to Los Angeles was a pleasant repeat of the panoramic treats of the past week. We arrived in Los Angeles on Saturday, somewhat tired but well satisfied with this unique adventure.



St. Louis Union Station in a photo taken some time ago -- rather fuzzy, but you can see the great size of the place.

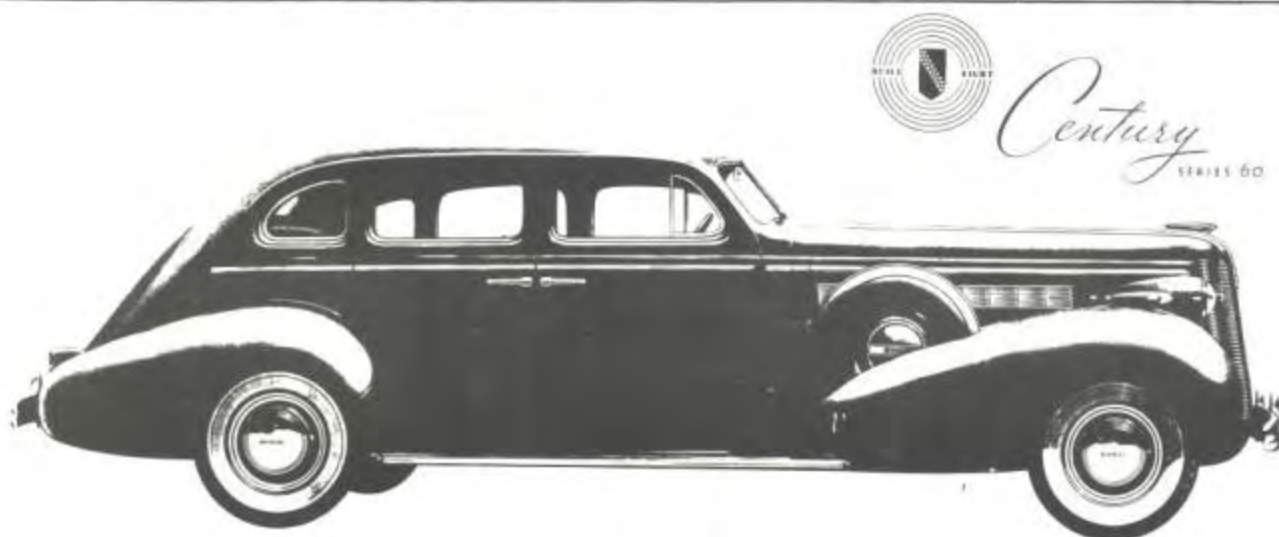


Semi-circular arch typical of "Romanesque" architecture was the entrance to the Terminal Hotel. This scene could well have been in 1938.

EDITOR'S NOTE. Thanks to Jim Fuller for sharing the story of this fabulous adventure with us. When I read it for the first time, I almost could not believe the events actually took place, and I am still "green with envy." (Wonder where that expression came from.) Being something of a vintage railroad buff myself, I cannot imagine a finer vacation.

Amtrak (the government-subsidized company which operates long-distance passenger trains in the U.S.) has named many of its trains for the great Pullman trains of the past which operated over the same routes. The Sunset Limited was originally a deluxe Southern Pacific train between San Francisco and New Orleans. The Eagles were Texas & Pacific - Missouri Pacific trains between Texas cities and St. Louis, and via the Pennsylvania, onto the East Coast. Travel was more leisurely in those days (San Francisco to New Orleans took about three days), but to my mind definitely better, especially if one had his own railroad car. "Business cars" for the railroads' top brass, configured about as Jim described the San Marino, were not uncommon 50 years ago, and several railroads still use them. Quite a few survive, as well as a number of the more exotic Pullman "stateroom" cars, and every year their present owners have a big convention somewhere. (The somewhere obviously must be a city with the right kind of railroad facilities.) Amtrak will attach these cars to its trains (for a price, I'm sure), provided the cars have been modernized to be compatible with Amtrak equipment.

St. Louis Union Station was built 1891-4 in the "Romanesque" style then popular for public buildings, and is a large and imposing structure. After the Decline and Fall of the Passenger Train in the 1950s and 60s it fell into decay. It was restored and rehabilitated in the 1980s and now contains a hotel, restaurants, shopping mall, etc.: a shinningly successful example of the "adaptive re-use" of historic architecture, and definitely worth seeing.



ROSTER

Steve Weinstein (#532) who does our mailing labels, is working on the 1990 Roster. I hope it will be the best we have had. There have been a few problems, but it should be ready in the very near future. One of the problems is that Steve is in California and I'm in Ohio, and it thus takes at least a week to ask and answer questions by mail. Although he does not even own a '37 or '38, Steve has been a loyal member and a great help for several years, and he deserves our thanks.

From the November 1936 issue of The Buick Magazine. (Thanks to Jack Shepherd (#138), Duncan, British Columbia.)

SNUG in any weather SMART in any company

*Buick 1937 hot water and hot air heaters bring quick warmth in any climate.
Buick 1937 seat covers provide smart comfort and protection*

BUICK HOT WATER CAR HEATERS FOR 1937

- Two new models, each planned for an individual need; each designed to harmonize with Buick interior fittings.

The De Luxe. A powerful unit for large cars and cold climates. Radial core and center-mounted motor make possible a handsome and efficient design, without sacrifice of footroom.

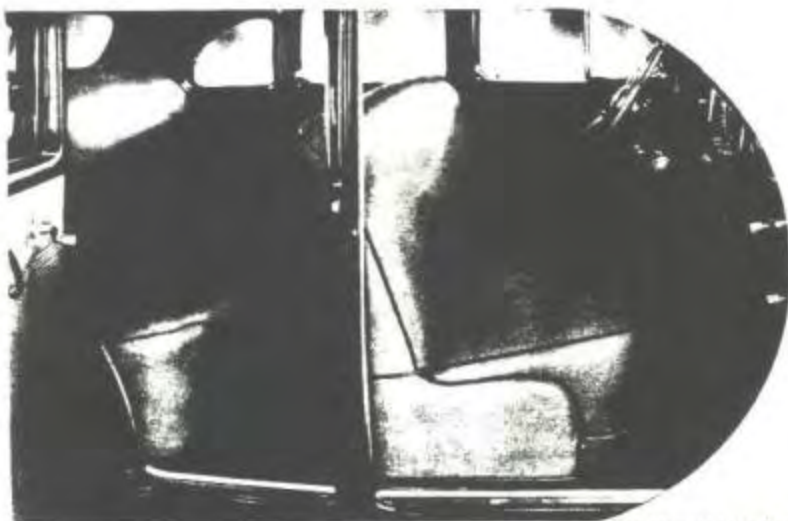
The Master. Ideal for coupes anywhere; suitable for larger cars in moderate climates. Built to the De Luxe standard of quality and design, with slightly lower heating capacity.



**BUICK
DE LUXE
HEATER**
\$116.75
(Not installed)



**BUICK
MASTER
HEATER**
\$111.95
(Not installed)



BUICK DE LUXE MODERNE SEAT COVERS FOR 1937

- Buick De Luxe Moderne seat covers are ultrasmart in styling. They are tailored to fit, of durable, nonwrinkling, waterproof fibre, with standing seams of rich brown leather-grained material. They provide swank as well as comfort and protection. Offered in striking new pastel shades, to harmonize with Buick interiors.

BUICK HOT AIR HEATERS FOR 1937

- For Buick owners who desire a hot air car-heating system, with both front and rear registers, or a superheater for front compartment only. Fresh outside air, drawn through the radiator, is forced through a special heating unit and circulated throughout the interior of the car. Complete change of air every two minutes. Quiet, odorless, and quick acting, Buick hot air heaters have abundant capacity for the coldest climates.



Heating unit
Welded steel construction. 500 square inches of heating surface. Provides ample, instant heat in any weather, no matter how slowly you drive.



Front outlet
Dash controlled, concealed under instrument panel. Does not interfere with legroom.



Instrument board control
Opens, shuts, and controls volume of front compartment heat. Operates independently of rear register.



Rear register
Controlled independently of front seat dash outlet. Operated by light toe pressure. Attractive and inconspicuous.

Complete dual installations from \$24.50. Front only, \$18.00



TECHNICAL TIPS



COOLING SYSTEMS

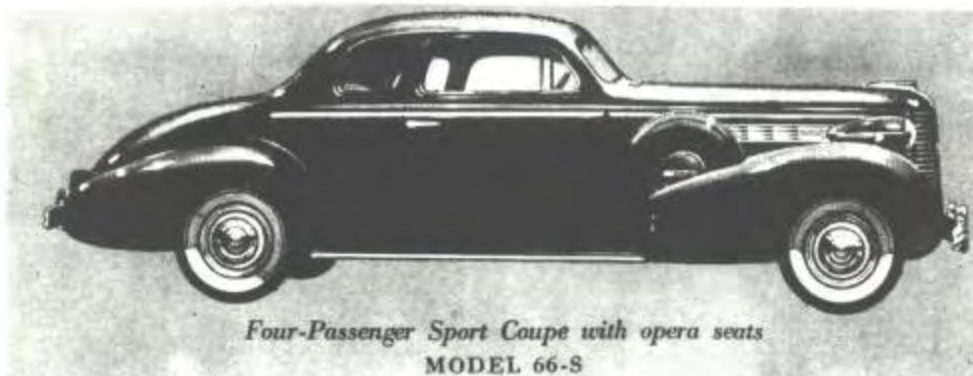
Paul Culp's next article is expected to deal, in a general way at least, with cooling systems. Unfortunately that article is not yet ready. In anticipation of it, however, I have resurrected some material on the subject that appeared three or four years ago, and which many of you may thus not have seen. This appears on the following pages.

A lot of members have trouble with overheating, especially those with 60, 80 and 90 series cars. The truth is that most 1930s cars will "boil" if driven in slow stop-and-go traffic for a mile or more on a hot day, or on long mountain grades in hot weather. This seems to be a function of their design, and beyond a certain point, nothing can be done about the problem if the car is to be kept 100% authentic.

If your radiator or water passages in the block and head are partially plugged, your water pump, thermostat or by-pass valve not working correctly, or your fan belt slipping, you will have trouble. Especially in the large engine, the system is simply too marginal to work well if one or more of its parts are impaired.

Two assists that have been mentioned in the past: a six-blade fan (Flexolite No. 1080); an auxilliary 6-volt electric fan mounted on the front of the radiator (Green Sales, 1524 E. Halifax, Mesa, Arizona 85203; 602/834-0717). Both work, and the electric fan gets me through summer parades, provided they're not too long. The electric fan, however, will discharge the battery when the engine is running at low speed — which is, of course, when you need it. So you should start out with a fully-charged battery, or run the fan off its own battery: a 6-volt motorcycle battery placed under the hood somewhere would work.

At least one member (Clarence Hoffman, #546) successfully installed a thicker radiator core — in that case, in a '38 Century. Clarence says the car runs cool at all times, and I believe this is what Buick should have done in the first place. At present, I don't have any details on how this was done; there may be more on this in the next issue.



Four-Passenger Sport Coupe with opera seats
MODEL 66-S

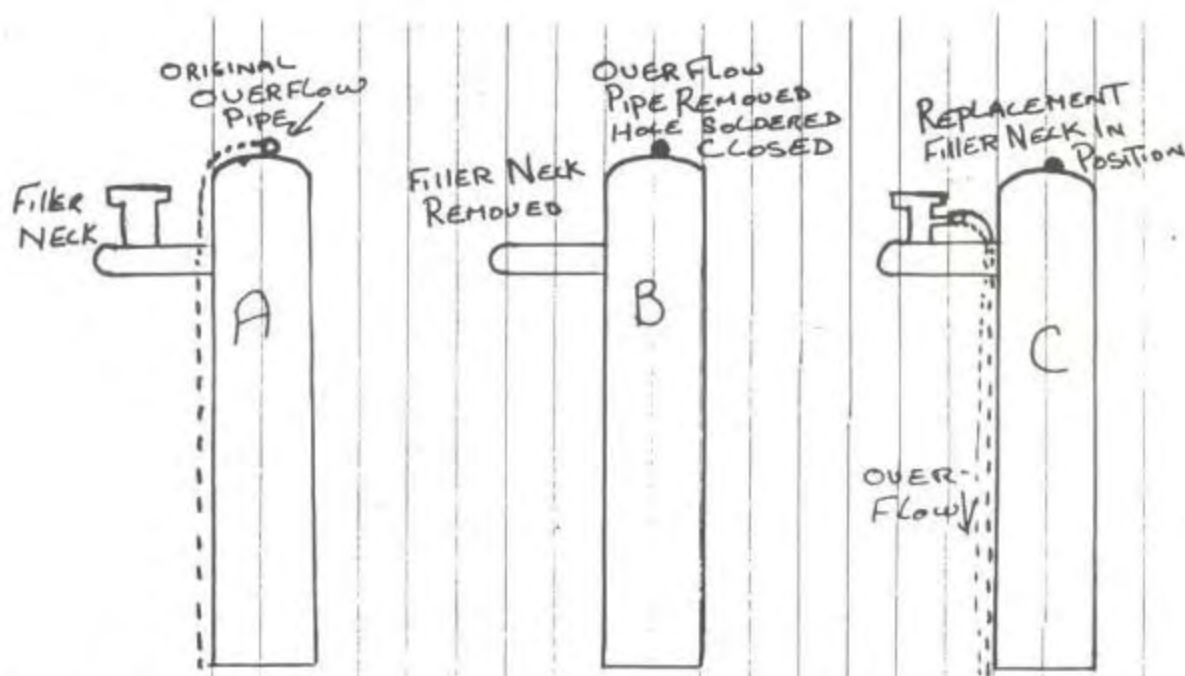
COOLING SYSTEMS Modernized

By Jimmy Haggland (#299)
Maitland, South Africa

I have used a pressurized cooling system on my 1938 Buicks with excellent results. It is a conversion the average restorer-owner can do in one hour or less.

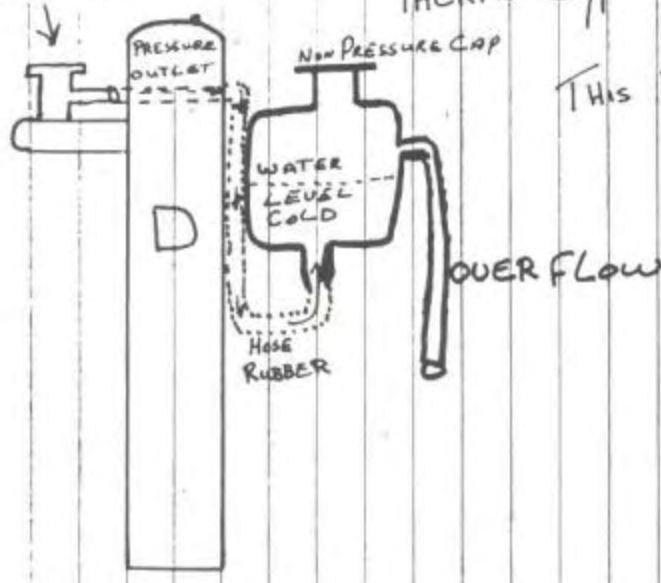
Enclosed are six diagrams.

- A - The original radiator. It works well, but in peak-hour traffic leaves something to be desired, in hot climates, anyway.
- B - This shows the original filler neck removed, the overflow pipe removed and hole soldered closed in the radiator top tank. (The pipe need not be removed so long as the lower end is sealed properly).
- C - This shows a new replacement filler neck soldered in position. Notice that a factory overflow outlet is attached to the filler: connect this to an overflow pipe and have a 7-lb. pressure cap fitted. This is the end of most problems.



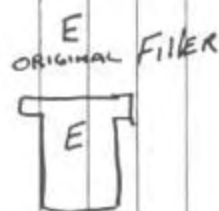
- D - On my cars I have this system, which to my mind is the best. It is similar to "C" but far superior in that it is now "thermo-syphon." No pressure cap is used on the expansion tank, only on the radiator. As we should all know, this way your radiator should never run dry. Top up the expansion tank as necessary.

Fit 7lbs Pressure Cap
To Radiator



THIS IS THE SYSTEM I USE

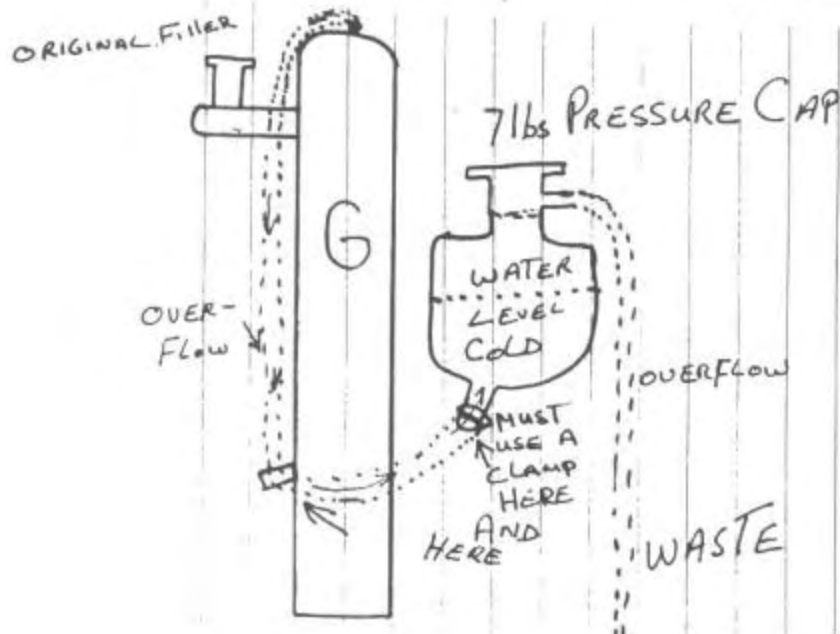
(1)



E - This shows the original radiator filler -- no factory overflow pipe.

F - This is the replacement filler to use; it is easily soldered in position. This can be done without removing the radiator if one has a set of gas bottles with a torch.

G - This system is very similar in principle to "D." If this system is used no alteration to the radiator filler neck is necessary. Just fit a decent seal under the radiator cap (this is a plain radiator cap). Attach an expansion tank out of sight (mine is behind the grille, attached to the headlamp bucket bolts). If you use a clear plastic tank, the level is visible and easy to check. On the expansion tank one must use a 7-lb. pressure cap. Attach the overflow hose from the radiator with a small clamp; do the same where it is connected to the expansion tank.



(2)

Jimmy
#299

MARCH
1985

A few words of caution. On all pressure caps, fit a gasket to ensure a perfect seal. If your radiator is suspect, it could develop a leak or two with a pressure system. The same applies to poor radiator hoses, not to mention the water pump and freeze-out plugs. [Another example of Olson's First Law-Ed.]

My '38 Chevrolet has System G; it works beautifully at all speeds and in traffic.

None of the above will cure a blocked radiator or sludge-filled block, but in my case these modifications are the answer to modern driving conditions, city or country.

Enjoy your updated Buick, with the best wishes of

Jimmy

This seemed like a good time to repeat two Dealer Service Bulletins on water pumps. Original 1937 and early 1938 production pumps had an oil reservoir on top of the shaft housing. The shaft ran in a porous bronze bushing, and oil from the reservoir was supposed to penetrate the bushing. The first Bulletin deals with this type of pump. There are very few of these left, except on very low mileage cars. If you have one, be sure to use only 10-W oil in the reservoir. The second Bulletin deals with the ball-bearing pump, which was introduced during the '38 model year, and which became the standard replacement for all '37 and '38 pumps. In my opinion, the later pump is correct for all '37s and '38s, and I cannot imagine any judges taking points off for it, even if they know the difference.

Our experience to date indicates that a large percentage of field trouble with water pumps is due to swelling of the packing rings, which causes the spring to bottom after which continued swelling causes excessive pressure on the shaft, resulting in burning of the packing.

In order to alleviate this burning condition, one of the Chevron packings, Part No. 1300796, has been omitted to allow more room for the packing to expand. Three packing rings are now used in place of the four rings previously used. This allows for 1/8 inch expansion instead of 1/32 inch formerly provided.

All pumps serviced in the future should have three packing rings installed, one on the fan side and two on the pump side as shown in Figure 33.

This change was effective in production beginning with Engine No. 4-3449425, Series 40, and Engine No. 3453892, Series 60, 80 and 90.

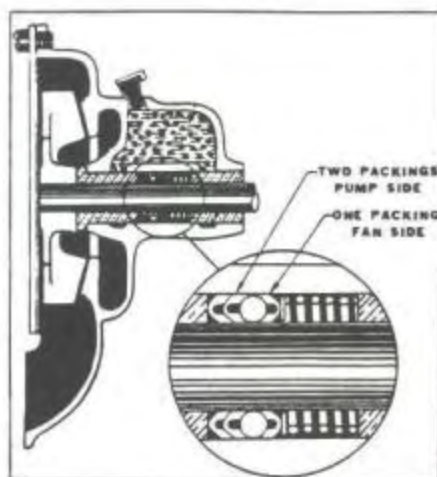


Figure 33

WATER PUMP
PACKING BURNING.
1937-1938
ALL SERIES

Water pump bushings receive their lubrication from the oil reservoir cast into the pump body which should be filled with S.A.E. 10-W engine oil every 1000 miles.

Heavier lubricant than 10-W must not be used as it will interfere with normal oil feed through the porous pump bushings.

CAUTION: - When filling the pump reservoir care should be taken to make certain that the oil actually runs into and fills the reservoir. It is possible to have a bubble form in the oil fitting and air lock the chamber so as to prevent oil from entering.

An oil can with a small diameter spout, see Figure 6, which can reach down into the oil reservoir should be used. Continue to squirt oil into the reservoir thus forcing the air out until it is completely filled. Capacity is approximately three ounces for all Series.

A service oil can, No. B-182 (see Figure 8), especially adapted for this operation, may be purchased from Hinckley Myers Company, Jackson, Michigan.



Figure 8

WATER PUMP
LUBRICATION -
1938 ALL SERIES

EARLY-
STYLE
PUMP

BPS 2.84
PAGE 60

WATER PUMP, BALL
BEARING PACKLESS
TYPE - 1938 AND
EARLIER MODELS

LATER-
STYLE
PUMP

A new ball bearing water pump, (see Fig. 52), of the packless type, using a carbon block and rubber seal, was used during the latter part of 1938 production. The ball bearing of the new pump is sealed at each end to exclude dirt and water and is lubricated for life.

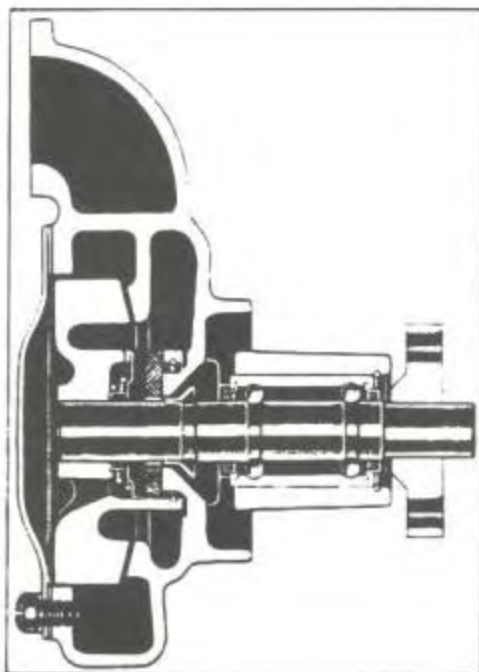


Figure 52

The non-adjustable self-aligning packless seal consists of a special rubber cup which fits tight and seals on the pump shaft and is held in contact with a carbon block disc by spring pressure. The seal assembly is held in the impeller assembly by a snap ring and four drive lugs on the carbon disc. The seal assembly turns with the shaft and impeller and forms its seal by contact of the carbon block against the contacted surface of the pump body.

The ball bearing water pump assembly and overhaul packages are available as follows:

Group 1.069, Part No. 1307778,
Water Pump Assembly, for all
1934-5-6-7 40 Series and 1938
Series 40 up to Engine
No. 4-3535259.

Group 1.069, Part No. 1307779, for all 1936-7 60-80-90 Series, also 1938 80 and 90 Series and 1938 60 Series up to Engine No. 3524449.

Service overhaul packages for the above water pumps are as follows:

<u>Group#</u>	<u>Part#</u>	<u>Series</u>	<u>Description</u>
1.003	1394577	40	Water Pump Overhaul Package
1.003	1394579	60-80-90	
1.073	1394581	40	Water Pump Body and Cover
1.073	1394582	60-80-90	

No complete water pump assemblies have been released for 1938 40 and 60 Series after the above engine numbers nor for any 1939 models. The following lists show parts necessary to make up a complete water pump assembly for these models:

1938-40 after Engine #4-3535259 & All 1939-40

<u>Group#</u>	<u>Part#</u>	<u>Description</u>
1.003	1394578	Pump Overhaul Package
1.004	1307369	Water Pump Bearing Retainer
1.004	1307384	Water Pump Shaft Water Slinger
1.073	1394581	Water Pump Body & Cover

1938-60 after Engine #3524449 & All 1939 60-80-90

1.003	1394580	Pump Overhaul Package
1.004	1307369	Water Pump Bearing Retainer
1.004	1307384	Water Pump Shaft Water Slinger
1.073	1394582	Water Pump Body & Cover

Service Pump Package

The Service pump package includes a special service fan hub, and a fan pilot ring. The fan hub has a double set of fan mounting bolt holes in order to accommodate fans for the various models. The fan pilot ring is furnished to pilot the fan pulley and blades when this pump is used for past models as explained on the information chart furnished with each pump package.

Service Parts

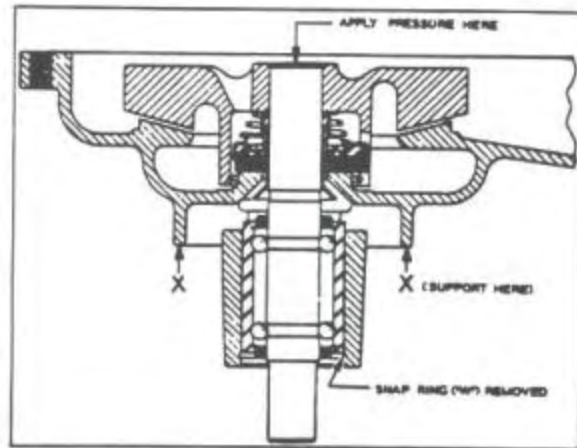
In order to provide the most satisfactory service repair on these pumps it has been decided to furnish only two major service package assemblies as follows:

Package #1, consists of the impeller and seal assembly, the ball bearing and shaft assembly, and the fan hub. This package provides for complete over-hauling of the pump.

Package #2, consists of the pump body with gasket, cover plate, and attaching screws for use when necessary to replace the pump body.

Disassembly of Pump

- (1) Remove the fan and fan pulley.
- (2) Remove the fan hub from the pump shaft using special Buick tool.
- (3) Remove the cover plate from the back of the pump body.
- (4) Remove the snap ring "A" as shown in Fig. 53, from the pump body.



Removing Impeller - Shaft and Bearing

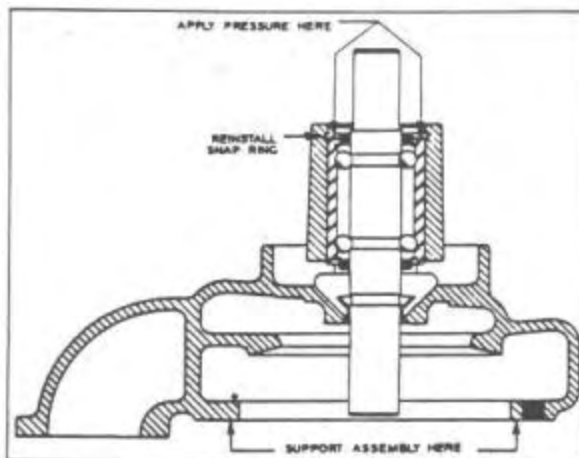
Figure 53

Caution: Be sure and remove this snap ring before performing the next operation.

- (5) Support the pump body at points "X" as shown in Fig. 53, and press the shaft through the impeller. Continued pressure on the pump shaft will remove the shaft and bearing assembly from the pump body.

Assembly of Pump (Using Service Package #1)

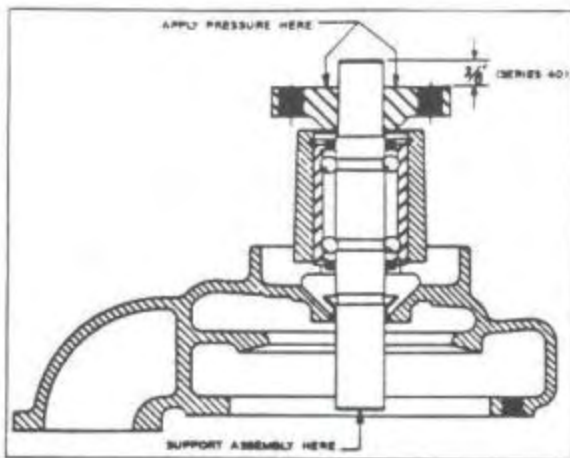
Caution: It is not recommended to disassemble the seal from the impeller. The carbon disc is ground convex on one surface and must be assembled with this side toward the pump body. This is the major reason for servicing the seal and impeller as a complete assembly.



Installing Shaft and Bearing Assembly

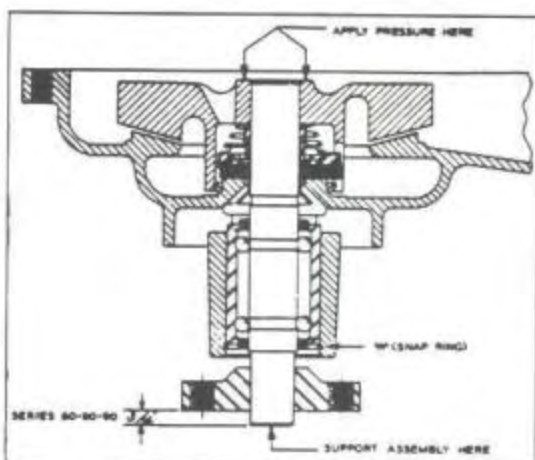
Figure 54

- (1) Inspect pump body and make certain that the surface against which the carbon seal bears is smooth and free from burrs. If it is not, a new pump body must be used.
- (2) Install the shaft and bearing assembly in the pump body using an arbor press. When performing this operation apply pressure to the outer race of the bearing, as shown in Fig. 54. **Caution:** Do not apply pressure to the pump shaft or bearing seal as damage to these parts would result. Press bearing assembly into the pump body until seated, then reinstall the snap ring.



Installing Fan Hub
Figure 55

- (3) Replace the fan hub by supporting the above assembly of the pump body and shaft at the impeller end of the shaft as shown in Fig. 55. Leaving the pump body free to float, press the fan hub onto the shaft to the dimension shown in Fig. 55 for the Series 40, and to the dimension shown in Fig. 56 for the Series 60, 80 and 90.

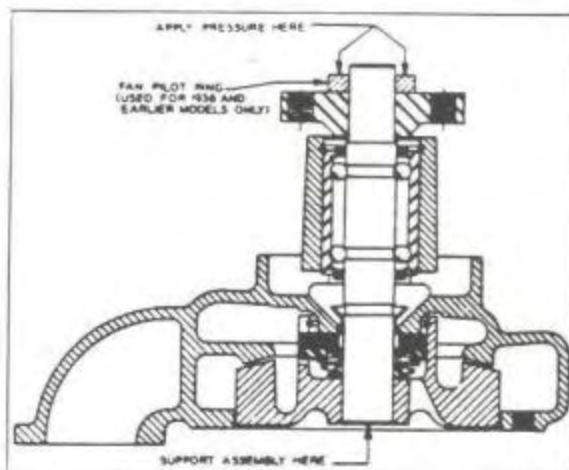


Installing Impeller and Seal Assembly
Figure 56

When the pump is used for service on a 1936 and past models the fan pilot ring must be pressed over the end of the shaft, as shown in Fig. 57. This pilot is furnished with all service pump packages and should be disregarded when using the pump for service on 1937 and 1938 models. The cover plate must be removed from the pump assembly before pressing the fan pilot ring on the shaft.

Support the pump assembly at the impeller end of the pump shaft and press the ring on until it just contacts the fan hub -- do not disturb the fan hub setting as this would affect fan belt life.

- (4) Apply a small quantity of cup grease to the impeller end of the pump shaft. This will protect the rubber seal from becoming damaged when the impeller is pressed on the shaft. Also apply a small quantity

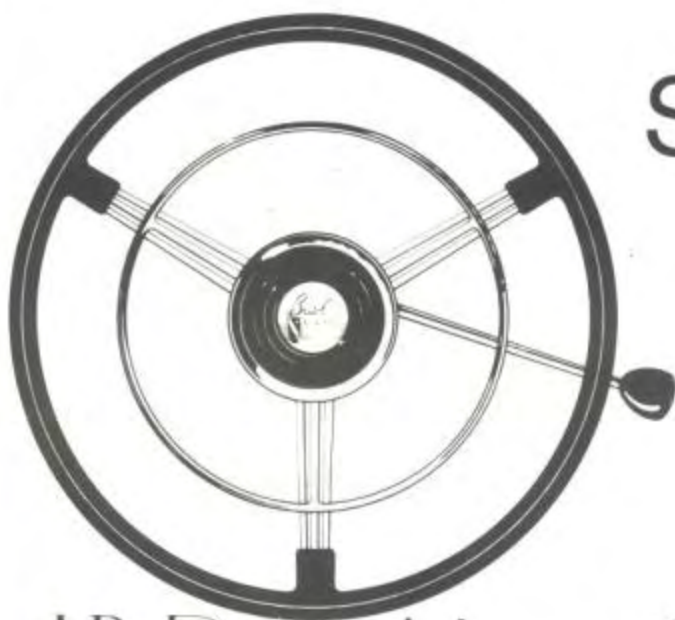


Installing Fan Pilot Ring
Figure 57

of cup grease to the carbon disc and to the surface in the pump body against which it turns. This will assist the initial sealing of the pump and provide lubrication until the seal is run in.

Press the impeller and seal assembly on the pump shaft, supporting pump body and shaft assembly at fan end of the shaft as shown in Fig. 57, until impeller is flush with end of the shaft.

- (5) Replace cover plate on rear of the pump body by using a new gasket shellacked in place.



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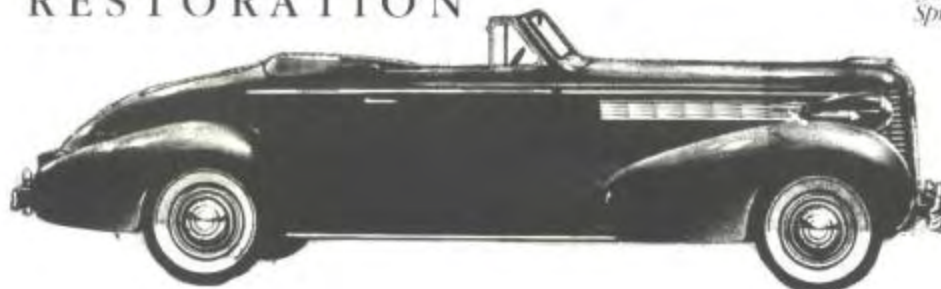
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1937 80, 90 series sidemount fenders--no covers or hardware. These are in a junkyard in New Jersey, together with some other pieces of a '37 Roadmaster and a '38 Special. The wells in the fenders are rusted, but they are otherwise sound. The owner wants \$700. For information, call or write RON DENT (#684), 1316 Sunset Ave., Pt. Pleasant, NJ 08742. 201/899-3423; 201/577-7123.

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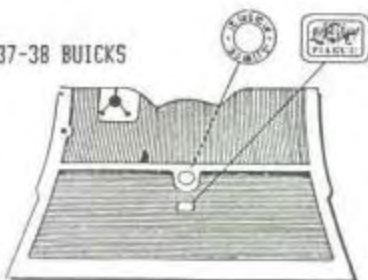
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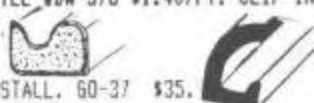
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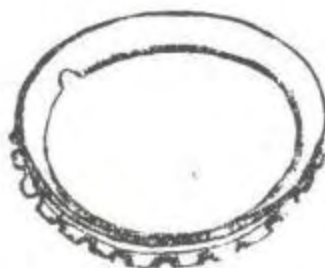
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